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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
China Overseas Trade Review.  
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# Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1906.

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No. 15,053, 號三十五零千五萬一第 日十二月五年二十三緒光 HONGKONG, WEDNESDAY, JULY 11th, 1906. 三拜禮 號壹十月七年六零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 28th May, 1906.

**NOTICES OF FIRMS**

**NOTICE.**

WE have This Day Authorized Mr.  
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V. P. MUSSO & Co.  
Hongkong, 4th July, 1906.

**NOTICE.**

THE interest and responsibility of Mr.  
VICTOR H. DEACON in our Firm  
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DEACON, LOOKER & DEACON.  
Hongkong, 2nd July, 1906.

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IN the year 114 of the Siamese Era, cor-  
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of KIM HONG YU.

On the 1st day of June, 1906, the share and  
interest of the Firm of Hong Lee in the said  
Hongkong Firm of Kim Hong Yu was sold  
and transferred to CHOP GUAN YU, and the  
latter having admitted HUAI HENG THYE  
as a Partner the business of Kim Hong Yu  
is now CHANGED into "KIM HONG YU  
THAI KEE."

NOTICE IS HEREBY GIVEN to all  
whom it may concern that the Firm of  
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Bangkok, 11th day of June, 1906.

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Hongkong, 5th July, 1906. [30]

NOTICE TO CORRESPONDENTS.—The names and addresses of correspondents must be forwarded to the Editor, and should be accompanied by a guarantee of good faith. All letters for publication should be written on one side of the paper only. No correspondence should be published unless accompanied by a guarantee of good faith. In order for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies. Code: A.B.C. 12 12  
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HONGKONG OFFICE: 10A, DES VUEX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 11th, 1906.

The sometimes heard complaint that the romance of the sea has gone with the wind-blown ships is not to be instantly admitted. The question arises if the romance has not merely changed in form, to its betterment. Those who paddled along the coast in coracles might as justly have complained of the ocean-going galleons, which added wonderfully to this aspect of seafaring; and when looked at rightly, there is no dearth of romance about the new Cunard *Lusitania*. The matter-of-fact statements now appearing in the public press would a few years ago have come quite appropriately from the pen of JULES VERNE, without detracting from our admiration of his wonderful imaginative gifts. In mere length, the Cunarder launched last month offers some points for ejaculations of amazement. A London paper points out that the combined frontages of the Hotel Cecil and the Savoy equal only half her length. If an attempt were made to get her into the Cosmopolitan Dock, by the time her stem touched the inner Tai-kok-tsu end, there would still be two funnels and a full half her length showing outside. The biggest basin of the Hongkong and Whampoa Dock Company would not conceal her; there would be over two hundred feet, enough for a fair-sized steamer, left outside. There is not enough room, by more than a hundred feet, for the *Lusitania* to lie between Murray Pier and the Wardley Street Wharf; but wharf accommodation might just be managed by removing Blake Pier and the Lee House Street Pier, and mooring one end to Douglas Pier and the other to the Wardley

Street Wharf. A glance at the scale-map in the *Directory and Chronicle* shows that the *Lusitania* on land would just span the length between Blake Pier and the Bowling Club. She is nearly three times the length of the Hongkong Hotel, and stands a little higher. The *Lusitania*, in short, is eighty feet longer than any vessel now afloat. As her calculated speed is to be twenty-four to twenty-five knots an hour, or about a knot more than the German record, her power has to be expressed in marvellous figures. Her turbines must develop 38,000 h.p., or just 30,000 h.p. more than the *Kaiser Wilhelm II.* has got. The biggest steamers that have visited Hongkong have already given us an idea of the deceptive appearance such monsters present when afloat. The eye cannot realise for us their dimensions, so carefully are the proportions worked out. The "slender-looking funnels" of the *Lusitania*, we read, are each large enough to allow two locomotives to pass each other inside. The masts are a couple of feet taller than the corner towers of St. Paul's Cathedral. She has normal accommodation for 1,300 third-class passengers, 500 second, and 550 first-class, in addition to a crew of about 800. This means that without undue straining of her capacity she could comfortably take away every white-skinned resident of Hongkong, as enumerated in the last census. It would be quite easy to get lost among the ramifying corridors of her eight floors and the electric lifts must be a necessity rather than a luxury. At the time when the Cunard Company decided to adopt turbines, H.M.S. *Amethyst* represented the greatest horsepower applied to marine turbines. For the *Lusitania* the required power is five times as great. "The step forward in power was practically as great," says Sir William White, in the engineering supplement of the *Times*, "as the total advance made gradually with reciprocating engines in from forty to fifty years." It is to a combination of State aid and private enterprise that this great advance in the shipbuilding art is due. There has been and is much division of opinion both as to the policy of the annual subsidy and the capital loan to the Cunard Company, and as to the real advantage to the Navy in the arrangement. Probably the experiment will be repeated; but, questions of policy apart, the result, if all goes well with the new venture, will be a benefit to the British people. The race for supremacy of speed appeals to their sporting instinct. Those who mourn for the romance of the sea have surely only to compare the circular craft of a few generations ago with this many-chambered floating hotel, to see that their mourning is vain. With the *Dreadnought* and the *Lusitania* there appears every justification for the claim now being proudly made in the papers, that Britannia once more rules the waves.

The 88th plague case was recorded yesterday.

The responsibility resting upon proofreaders has just been illustrated by a mistake in the *Daily Graphic*. It was only the insertion of a comma instead of a full point, but it made the Yellow River Bridge 1,883 miles long, instead of 1,883 miles.

The Ipswich Guardians intend to buy a piano, at a cost of £13, for the workhouse inmates. A suggestion that a harmonium would be more appropriate was rejected, it being pointed out that the old people were very fond of comic songs, and had got tired of hymns, and comic songs could not very well be sung to harmonium accompaniments.

A telegram to the New York *Herald* from Los Angeles stated that eight leaders of the Cananea riots (reported in our telegraphic column at the time) had been executed by a volley of rifles. The mining company's losses do not exceed 500,000 dollars. Work was to be resumed within a week. Martial law was declared and the situation controlled by troops. Further trouble was not expected. The rioters, it may be remembered, practically destroyed the whole town with dynamite.

Reuter's New York correspondent telegraphs that, addressing the coloured students of the Hampton Institute, at Hampton (Virginia), Mr. Roosevelt declared that industrial education was best for the average negro and for the average white man. "The wrong twist," the President added, "given to our education in the past is largely responsible for the present unhealthy development of the city at the expense of the country. No nation has been permanently great whose city population was enormous as compared with its country population."

The many friends of Mr. H. W. Merrill will regret to hear of his untimely end at the early age of 30. Mr. Merrill was taken to the Government Civil Hospital on the 4th instant, where it was found he had contracted an attack of typhoid fever, from which he died yesterday. He was an assistant in the town office of the Quarry Bay Sugar Works, and was a well-known amateur photographer, his photos in Messrs. Loong King's exhibition, and in a later exhibition at Shanghai, winning commendations from experts in the art.

The world's deepest gold mine is in Australia. Shafter has been sunk at Bendigo, Victoria, to a depth of over three-quarters of a mile, and the quartz obtained shows a yield of gold equal to an ounce per ton.

A youth who threw himself down the volcano at Asama left a letter, says the *Telegraph's* Tokyo correspondent, in which he said: "Suffering a feeling of despair impulse me to throw myself into the crater of volcanoes Asama, thus winning a splendid death, and ascending the mountain's smoke to a lofty life above the sky."

The *Daily Graphic* of June 2nd said:—From Saturday until Monday the West Kent Volunteers are carrying out an interesting series of manoeuvres in conjunction with the mounted infantry of the Queen's Westminsters. The operations are to be carried out in the tract of country within the four corners formed by the towns of Croydon, Dartford, Reigate and Sevenoaks, and the chase will continue from Saturday afternoon until Monday evening. It will be the object of the West Kent men, who will be on foot, to elude the mounted infantry, and there is an understanding that neither side will avail itself of outside sources of information. Each side will camp out, taking its own tents, cooking apparatus, etc., and accompanying the Volunteers will be several officers from the Regulars, who have taken much interest in the operations.

The embarrassments which those who gave him his degree have heaped upon Dr. Clifford have been avoided by the Rev. F. B. Meyer, who begged most earnestly the other year not to be made a Doctor of Divinity. "I am not a scholar in the academic sense of the word," he argued, and remains un-Doctor. Not all men are so modest. A worthy man of Sir Archibald Geikie's acquaintance, on entertaining a number of members of the British Association, assumed for the occasion "L.F.P." as an addition to his name. What on earth did he mean? his friends asked him. His explanation was simple. He had seen that all the men who were going to be his guests wrote after their names F.R.S., F.C.S., L.L.B., or something of that sort, so he felt it incumbent upon him to do an alphabetical adornment for the occasion. "But what does 'L.F.P.' mean?" they asked. "Oh! that stands for 'Lately free Palmer,'" was the reply.

Following is a sample of London humour.—Wemyss be! let us prophesy with due caution on the eve of a social revolution. Perhaps the fashionable world is preparing to bid a long farewell to Homburg and Marienbad and all the other "burgs" and "bads" which, boost their mineral springs and infallible cures. A rival "cure" has been opened up, not yet in full glory, but with the possibilities of greatness. A mineral spring has been tapped in the Old Kent-road, the water of which, on analysis, is found to be unusually rich in iron, and comparable to that of Tunbridge Wells. This, of course, is putting it mildly. It is impossible to believe that, now the Old Kent-road has begun to compete for the smiles of fashion, it will be content with a Tunbridge Wells comparison. No! Looking into the future, with prophetic vision, we see the neighbourhood of the Elephant and Castle transformed into a handsome spa favoured by royalty and rejoicing in aristocracy. The Old Kent-road is evidently the Park-lane of the future—just as surely as the coming generation of costers will "kiss 'em in the New Park-lane."

## CANTON.

[FROM OUR CORRESPONDENT.]

July 9th.  
CHINESE MILITARY METHODS.  
Admiral Li-tsun, a friend of the Viceroy, has been appointed commander-in-chief of the Kwangtung troops. He knows nothing whatever of soldiering, and very little of navy work. Recently two Chinese subalterns, for breach of discipline, had each an ear cut off.

CUSTOMS CONTROL.  
It is reported that the authorities are officially notified that T.E. Tit Liang and Tong Shan-yu have assumed effective control of the I. M. Customs.

THE HANGHAI RAILWAY.  
Further delay may be counted upon, now that it is known the engineer appointed by the Viceroy is engaged elsewhere, and cannot come.

THE Viceroy goes to Wampoa to-day, with a bodyguard of eighty soldiers.  
ELECTRIC TRAM.  
An engineering student just returned from America has been ordered to survey the road made for an electric tramway. The Viceroy intends to invite tenders of rolling stock, etc.

## CHINESE LABOUR CARTOONS.

THE ILL MEN DO LIVES AFTER THEM.

The first number of the first illustrated paper ever published in Peking has just been issued called *Peking Hui-pao*, says a *Times* telegram dated June 1st. It is written in a popular style, and is obtaining a large circulation. A feature of the paper is the reproduction in an exaggerated form of the Chinese labour cartoons distributed at the last general election. Two published in this number represent a Chinese miner in rags and shabbiness, his face distorted with pain, tightly handcuffed across a beam. The letterpress explains that these cartoons illustrate the treatment to which miners are subjected in South Africa, and are reproduced from an English book. The paper announces that cartoons of a similar nature will be published in succeeding numbers. Imagine the effect of such pictures distributed throughout the recruiting districts in North China. Rarely have anti-foreign publications from the Chinese themselves been more calculated to inflame resentment against foreigners than these infamous pictures copied from English election literature whose reproduction we can neither prevent nor protest against.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE FRENCH NAVY.

LONDON, July 8th.

The French Minister of Marine announces that six battleships will be laid down by the end of the year. He also states that France is determined to keep the lead in building submarines.

## GREECE AND BULGARIA.

LONDON, July 8th.

The Bulgarians, in spite of a large force of police, refused to permit the Greek Metropolitan to land at Varna.

## THE REDUCTION OF THE BRITISH ARMY.

LONDON, July 8th.

Mr. Churchill, speaking at Altrincham, said that the Government was determined to effect reductions in the army, to which they were absolutely pledged. Mr. Haldane's statement on the 12th inst. would show a substantial step in the path of military economy, with a diminution of the forces necessary for the national security.

## GIANT CUNARDIER.

SUCCESSFUL LAUNCH OF THE "LUSITANIA."

The "Lusitania," the huge liner built for the Cunard Company, was last month successfully launched from the yard of Messrs. John Brown and Co., Clydebank, near Glasgow.

There was an enormous crowd, numbering about 25,000 persons.

Just as the great hull, weighing 15,000 tons, moved away from the bow platform, Mary Lady Inverclyde broke a bottle of wine on one of the bows, and named the ship "Lusitania." The vessel moved slowly at first, but very soon gained speed.

She was taken in charge by seven tugs, and towed round to the fitting-out basin, which has been specially lengthened in order to provide room for her. There she will be supplied with boilers and turbines, and fitted out generally. The appearance of the vessel as she rolled fairly on the water was the signal for a resounding cheer from all quarters.

The "Lusitania," the dimensions of which have already been given, is the largest liner ever built. She is 357ft. longer than the "Carnegie" and "Carmania," at present the Cunard Company's largest ships, and 184ft. longer than the "Campania" and "Lucania," the company's fastest vessels.

The "Lusitania's" sister ship, "Mauretania," is now in course of construction at Wallsend-on-Tyne. The new Cunarders are intended to be at least a knot and a half faster than the "Kaiser Wilhelm II.," the present holder of the Atlantic record, and three knots faster than the "Campania" and "Lucania," at present the fastest vessels belonging to the British mercantile marine.

What makes the "Lusitania" different from all other vessels is her machinery. She will have four Parsons turbines driving four shafts and four propellers. The two shafts nearest the centre of the vessel will be driven by low pressure turbines, and the two outer by high pressure. The four turbines will be placed side by side, the great breadth of the vessel rendering this possible. The two inner shafts will carry, in addition to the low-pressure turbines, two sets of high-pressure turbines, to be used only in stopping and manoeuvring.

At a luncheon following the launch Sir Charles McLaren said Great Britain, as mistress of the sea and leader in marine construction, could never have rested satisfied that Germany should hold, as at present, the blue ribbon of the Atlantic. The "Lusitania" would once more place Great Britain an easy first in naval architecture. With comparatively few alterations the "Lusitania" could be converted into the fastest and most powerful cruiser in the world. She would be ready for service in a year.

Mr. William Watson, Chairman of the Cunard Company, said they had been told that they were embarking upon a wild speculation; but that he did not believe. They were quite satisfied that everything done would be justified in action. The Cunard Company had started on a strong progressive policy, and he assured them that that policy would not be abandoned.

## THE PHILIPPINE SPECIAL DELIVERY STAMP.

A stamp design has caused considerable trouble at the Government's Engraving Bureau at Washington, and incidentally illustrated one of the minor difficulties Uncle Sam is experiencing in framing the administration of his Philippine provinces. Since the occupation in 1898 the current American stamp with the word Philippines printed across the face, have been used temporarily in the islands, but a year ago it was decided that the Philippines should be supplied with a distinctive series. In the set order was a special delivery stamp of the same pattern as that in use at home, but with a native Filipino substituted for the delivery boy mounted on a bicycle. As the instructions to the engraver were not specific, the artist was left to his imagination, and a sketch, or model, was submitted portraying the Filipino special messenger as the modern Mercury hurrying on his task unencumbered by dress except a sun helmet and a short skirt. The design escaped criticism in the War Department, which has control of insular affairs, but when the "disproofs" reached Manila the Philippine Postal Department characterized it as "impossible," and a revised design was demanded. The new stamp on its blue ground shows the same native special delivery messenger in a full uniform of white. Had some impressions of the original die got into circulation, there would have been another high-priced curiosity for the philatelist.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 10th at 12.15 p.m.—Yesterday afternoon a depression was moving Eastwards over N. China. Returns from the North are entirely lacking this morning.  
In the South barometric changes are unimportant.  
The highest pressure is over the China Sea.  
Fresh S.W. winds may be expected in the Formosa Channel and moderate to light S.W. and S. winds over the N. part of the China Sea.  
Forecast:—Moderate S.W. winds; fair.

## SUPREME COURT.

Tuesday, June 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (JUDGE).

A COLLISION.

Chan Fok, master of junk No. 82721 H, sued Ho Yung, master of cargo boat No. 64, to recover the sum of \$250, damages sustained by reason of negligent navigation on the part of the defendant.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office), who appeared for the plaintiff, stated that the junk had been surveyed, and the amount of damage certified by Mr. F. Hall, marine surveyor. The plaintiff's junk ran between Namlong and Hongkong. On April 20th it left the latter port, arriving here on the 23rd of the same month and anchoring in the junk anchorage. Shortly after eight o'clock on the same morning the defendant's boat arrived in port, and the wind and tide carried her on to his client's boat which was anchored at the time.

His Lordship—In that case you cannot claim for negligence. It can only be an Act of God. Mr. Gardiner—I don't think it was an Act of God. It was bad manoeuvring on the part of the defendant.

His Lordship—Were you alongside a pier? Mr. Gardiner—No, the junk was anchored at the proper anchorage.

Plaintiff's evidence was heard, and then the defendant was called. He said he anchored near the plaintiff's junk, and when the vessels swung they struck.

His Lordship—The junk was at anchor there before you wasn't it? Defendant—Yes.

His Lordship—Well, you must take up an anchorage where there is no chance of swinging out to another boat for three centuries.

Defendant—It is very hard to foresee such a thing. His Lordship—Quite so, but it is part of the business of the captain of a vessel.

With regard to the damage done, defendant said it was very slight, and if a Chinaman had been engaged to effect repairs would have cost \$10 only.

His Lordship—Well, why didn't you offer to repair the damage; you've had plenty of time? Defendant—Plaintiff did not inform me of it.

His Lordship—There will be judgment and costs for plaintiff, with immediate execution.

THE COURT REMONSTRATED.  
The case in which the Chung Shing Cheung firm and other creditors sued Shek Tsung-fat, and Shek Tsung-fat claimed, to recover debts due, again came on for hearing.

From previous proceedings it appeared that execution was obtained against the defendant, the owner of a junk, by one of the creditors, but that two men were found who answered to the same name as defendant, and it was a question as to which was liable. In the meantime the other creditors filed an interpleader and stayed the hands of the first creditor. The two men were called up, and the elder, a man with a battered nose, admitted that he owed money to certain of the creditors, one claim being denied. The younger man, who is a son of the first defendant, denied that his name was the same as that of the first man, though the bailiff pointed out he had answered to it before.

Mr. F. C. Barlow (of Messrs. Gillingham and Barlow) appeared for the creditors. Mr. R. A. Harding represented the claimant, and Mr. B. K. Holmes watched the proceedings on behalf of other creditors.

The defendants were called up and his Lordship asked the father if he owed the money. The first defendant said he did not.

His Lordship—Well, I have given judgment against you.

Mr. Harding—In this particular action he does not admit the debt.

His Lordship—But he has already admitted it. They had better both go to gaol. Of course they are bound to do a first class swindle, father and son, that's clear.

The plaintiff was called, and said she sued the son.

His Lordship (to the son)—Do you own the junk? Defendant—No.

His Lordship (to defendants)—Who is Shek Tsung-fat? The father said he was.

His Lordship (to the son)—What is your name? Defendant—Shek Yut-fat.

His Lordship—Ask the old man if he owes the money.

The first defendant said he did not.

His Lordship—One of you owe it. Who is it, the son or the father? (To Mr. Harding)—You want to get the younger man.

Mr. Harding—I am acting for the claimant, and the plaintiff says the younger man owes her the money.

His Lordship—I will give judgment against both of them.

Mr. Harding—If the plaintiff says the son owes her money, that is the one she looks to for payment.

His Lordship—They are both lying.

Mr. Harding—I believe the explanation is—

His Lordship—I know what the explanation is.

Mr. Harding—The son was persuaded by plaintiff to come to Court and admit the debt, and he would get the junk if he lost the action.

His Lordship—Well, are you willing to take judgment against the father?

Mr. Harding—My point is to prove that the son is not the owner of the junk. Judgment was given against him on the plaintiff's word, therefore under the attachment issued the junk cannot be touched.

His Lordship—If the father admits that he is the owner of the junk, I will give you judgment against him in both cases.

Mr. Harding—I don't want that, my Lord. What I ask your Lordship to find is that the father is the owner of the junk.

His Lordship—Certainly. I am going to. I will give execution against both on their own statements and they will both go up.

Mr. Barlow—Does that mean that the junk will be released?

His Lordship—Certainly not. Either the father or son would sail away with it.

Mr. Barlow—My friend's application is that the boat be released. He is acting for the old man.

His Lordship—Oh. Now I am getting to the bottom of it. The junk won't go away yet. (To the defendants)—Who is the owner of the junk?

The father said he was.

His Lordship (to the son)—Why did you tell me you were the owner?

Mr. Harding—The plaintiff laid a debt against him, and she told him to say he was the owner.

Shek Yut-fat was called, and said he was the son of the owner of the junk.

His Lordship—Did you say the other day you were the owner?

Defendant—Yes, at the instigation of the plaintiff.

His Lordship—What did you want to tell a lie for?

Defendant—Plaintiff told me she would give me the junk later on.

His Lordship—Yes, I suppose that's what the game is. I don't think any of them will get the junk.

His Lordship—Did you quarrel with your father? Defendant—Yes.

His Lordship—Is that the result on his nose? Defendant—No.

His Lordship—Why did you tell a lie when the plaintiff asked you? Defendant—Because she told me she would let me have the junk.

His Lordship—All his statements to me on Friday were not made under oath, and in the presence of the Court is disrespected. I don't know whether your Lordship is going to proceed.

His Lordship—I don't know about the junk; I am going to keep it if I can. Think these two people ought to be punished. I think the better plan is to make both defendants pay.

The plaintiff was then called up, informed that she had made a mistake, and asked if she would like to have the writ amended.

The plaintiff said she would not.

His Lordship (to the interpreter)—Tell her if she does not have the writ amended she won't get anything at all.

On being informed plaintiff said she went to her place and borrowed the money.

His Lordship—Well, I cannot do anything for her. Tell her she has been a very silly woman, chosen her ground and lost her case.

Mr. Harding—I ask your Lordship to find in the claimant's favour as against the son.

His Lordship—I won't do anything with these men. I will send them both to gaol.

Mr. Harding—In face of this woman's evidence I think your Lordship can give judgment against the son.

His Lordship—I will adjourn this claim sine die. The Court is being made a fool of all round. (To the bailiff)—Is the junk seized?

Mr. Howell—Yes, my Lord.

His Lordship—Well, keep it till the expenses are paid.

Mr. Harding—I can prove that the father is the owner. I have witnesses.

His Lordship—You can call one if you like, but you won't get any judgment out of me. You can see what it is, the Court is being humbugged.

Mr. Harding—I would suggest that the junk be sold.

His Lordship—I don't mind that. I think it had better be sold and the money kept in Court. Of course the defendant will go into bankruptcy next week. I can see that. But that cannot happen till Thursday, and I shall take care that nothing goes on behind your backs. If you can come to arrangements about selling the junk, well and good. I want to get justice out of this thing, and if I could I would send the defendants to gaol. That is where they ought to be. The case is adjourned for a month, and I order the junk to be sold and the proceeds paid into Court with liberty for the claimants concerned to apply regarding costs afterwards.

## POLICE COURT.

Tuesday, 10th July.

BEFORE MR. H. H. J. GOMPERTZ  
(FIRST POLICE MAGISTRATE).

## AN IMPUDENT THIEF.

Mr. H. K. Holmes, solicitor, prosecuted a native for stealing the brass fittings from his motor boat lying outside his residence, 3, Kimberley Villas, Kowloon. It appeared that Mrs. Holmes from the window saw the defendant, who was under an umbrella, taking the brass fittings from the motor boat. She called the house-boy and ran out, but by this time the defendant was leaning against the wall looking as innocent as he could. Sentenced to six weeks' imprisonment.

BEFORE MR. F. A. HAZELDEN (SECOND POLICE MAGISTRATE).

## RUSHING PASSENGERS.

Ten ricksha coolies were charged with rushing passengers near the Star Ferry wharf and were each fined \$10.

## A NIGHTLY NOISE.

M. M. Ruzick, of 9 and 12, Upper Lascar Road, summoned a blacksmith who carried on business next door for keeping up a noise after hours. Complaints had been made on several nights. A fine of \$25 was imposed.

## OVERCROWDED LAUNCHES.

The master of the *Ing Lee* launch was fined \$25 for carrying in excess of the number on his licence, and the master of the *Tak Lee* launch was fined a similar amount for not stopping when ordered by the police.

## AN ABORTIVE CHARGE.

The hearing of the charge preferred by Carl Brecken, engineer, as *Leprosion*, against F. C. Taylor for assault was concluded, his Worship discharging defendant on the ground that the prosecution had failed to prove their case.

## FIRE ON BOARD A P. AND O. LINER.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on July 10th at the Board Room. The Hon. Mr. F. Clark (president) presided, and there were also present—Mr. Pearce, M.O.H., Hon. Mr. A. W. Brewin, Hon. Mr. W. Chatham, Mr. Macfarlane, Hon. Mr. E. A. Hewitt, Mr. P. J. Budeley, Mr. A. Shotton, Mr. H. Humphreys, Mr. Fung Wai-chun, Mr. Lau Chiu-pak, and Mr. G. A. Woodcock (secretary).

**CEMETERY BY-LAWS.**  
Mr. SHELTON HOOPER, principal of notice asked the following questions:—

1. Is a plan of each Chinese Cemetery showing the position of each grave space therein kept at or near to the cemetery, and at the office of the Sanitary Board as required by By-law No. 11?

2. If not, why not?

3. Whose duty is it to see that such plans are kept?

4. Is a register kept in the English and Chinese languages at or near each Chinese cemetery giving all particulars required in By-law No. 13 relating to cemeteries?

5. If not, why not?

6. Whose duty is it to see that such a register is kept?

The PRESIDENT replied as follows:—

1. A tracing showing the areas and boundaries of each Chinese cemetery is kept in the surveyor's office; no copy of such tracing is kept at the cemetery, as there is no office accommodation available; it has never been found practicable in the case of Chinese cemeteries to keep plans of sufficient size to show the situation of every grave space.

2. No answer.

3. The surveyor is supplied with tracings of the cemeteries by the Public Works Department, and is responsible for their safe custody.

4. The section keeps at the cemetery a record in Chinese of the situation of the graves and two complete registers, one in English and one in Chinese, giving all particulars specified, are kept in the secretary's office.

5. No answer.

6. The secretary.

Mr. HOOPER may take it that the by-laws are not carried out, because they are impracticable?

The PRESIDENT—That is so.

**A CHINESE CEMETERY.**  
The reply from the Government relative to reserving a cemetery for Chinese was submitted Colonial Secretary's Office, 23rd June, 1906.

Sir,—With reference to your letter No. 101 of the 20th instant, transmitting a recommendation of the Sanitary Board that a cemetery be set apart for the use of Chinese who may wish to build tombs of a more permanent nature and larger than are allowed in a public cemetery, the area of such cemetery to be 150 acres and a high premium to be charged for each grave lot, I am to ask the Board to be good enough to suggest various suitable sites and the rate of premium for each grave and the size of each lot.

At the same time I am to indicate that the area of 150 acres mentioned in your letter is about one-eighth of the area of the city of Victoria and greater than the combined areas of Yuenai and Mong Kok-tai. I have the honour to be, sir, your obedient servant.

T. SHERIDAN SMITH,  
Colonial Secretary.

Mr. SHELTON HOOPER: The idea is good, but the area suggested seems very large.

Mr. H. HUMPHREYS: If the ground is far enough away from the city and the Chinese are willing to pay fancy prices, what does it matter about the size?

On the motion of the PRESIDENT, seconded by Hon. Mr. CHATHAM, a committee, consisting of the Registrar-General, the President, Mr. Fung Wai-chun, and Mr. Lau Chiu-pak, was appointed to submit sites to the approval of the Board, to be forwarded to the Government.

**MARKET AT QUARRY BAY.**  
The following reply from the Government was read:—

Hongkong, 31st June, 1906.

Sir,—Referring to your letter No. 105 of the 19th April last, I am directed to state for the information of the Sanitary Board that His Excellency the Governor has been pleased to direct that a sum of \$15,000 shall be provisionally inserted in the Public Works Extraordinary Estimates for the year 1907 for the construction of a market containing 68 stalls at Quarry Bay. I have the honour to be, sir, your obedient servant.

T. SHERIDAN SMITH,  
Colonial Secretary.

The Secretary.

**CROWN SOLICITOR'S AMBIGUOUS OPINION.**  
The minute by the Medical Officer of Health requesting that senior inspectors be authorised to enter premises and inspect food, together with the Crown Solicitor's opinion thereon, again came before the Board.

The PRESIDENT said the resolution moved at last meeting was simply re-circulated to show that the Crown Solicitor was of the opinion that that resolution was *ultra vires*.

Mr. HEWITT: The Crown Solicitor says that general instructions must be issued to inspectors.

The PRESIDENT: He says a specific letter in writing must be given by the secretary to each inspector included in the resolution.

Mr. HEWITT: It is a general authority, is it not?

The PRESIDENT: Yes.

Mr. HEWITT: I'd like to have that looked up. I'm certain my resolution was that it should be confined to specific cases. The Crown Solicitor speaks of general authority. I would not vote for general authority.

The Secretary—I understand it to mean that general authority is given to the secretary to issue those notices of authority which will be given to each individual inspector.

Mr. BADELEY: How does the general authority run?

The PRESIDENT: "When so instructed by the M.O.H. in writing."

Mr. BADELEY: That's all right.

Mr. HOOPER: That opens up the question again of being instructed by the M.O.H. The M.O.H. must be satisfied that there is sufficient doubt about the goodness of food for him to direct an inspector to go to a house. I understand that was not sufficient. What the M.O.H. wanted was to relegate his power. Now some inspector will have to go to him and he'll say, Here's a general authority for you to go to such a house to-day."

Mr. HEWITT: That's the way I read the Crown Solicitor's opinion.

The PRESIDENT suggested that a draft letter by the secretary be submitted to the Crown Solicitor before being delivered to inspectors.

Mr. HEWITT: And the Crown Solicitor informed that it shall not be a general authority. This was agreed to.

**LIMEWASHING PROCEDURE.**  
The Secretary submitted the following minute:—It was resolved at the meeting of the Board on the 26th June that the question of limewashing be considered by the Board with a view to either modifying or doing away with the existing regulations. As this matter is to be considered by the whole Board the Board may wish to have a special meeting, or, in view of the fact that the papers dealing with the limewashing procedure have been forwarded to the Public Health and Building Ordinance Commission, to wait until the Commission have dealt with the matter.

The PRESIDENT: Mr. Humphreys, do you wish this matter taken up at once or would you prefer to wait until you receive the reports from Europe that you spoke of?

Mr. HUMPHREYS: The matter, as far as I am concerned, can wait until I have gone into the question further, or at all events until it is decided whether the Commission are going to take up the subject of limewashing.

Mr. HEWITT wrote that this matter would be dealt with by the Commission in due course, and it was advisable to let the matter stand until the Commission had made its report.

Mr. LAU CHU-PAK: The matter was not dealt with by the Commission.

The minute was laid on the table.

**CONCRETING GROUND SURFACES.**  
Correspondence was submitted relative to the concreting of ground surfaces at No. 114, Bonham Strand East.

Mr. LAU CHU-PAK wrote on behalf of the agent for the owner of those premises requesting the Board to withdraw a previous notice regarding concreting as the owner had been put to too much unnecessary trouble and expense.

The PRESIDENT: The Board agreed at last meeting that this question might be referred back to the surveyor, Mr. Carter, to say whether two inches of cement on top of the present tiles (or some similar modification of section 3) would meet the case. I have interviewed Mr. Fung Wai-pak, and Mr. Chan Ching-hing, and I found that one of the foremen interpreters for drainage works, a Chinaman drawing \$20 a month, has been looking for work for a drainage contractor, and after consulting with the Crown Solicitor I have dismissed this man.

The surveyor reported opening the ground surface of the house in question in two places, and finding the lime concrete of very bad quality. He recommended that the owner be called upon to reconcrete the whole of the ground surface of the main room, but recommended that no further action be taken with regard to the yard, as the surface had already been repaired.

Mr. HOOPER: This is eminently a case for the Commission. It is a great pity that the President dismissed the foreman before the Commission had examined him. This had better be discussed at the Board meeting.

Hon. Mr. HEWITT: These papers are to be sent to the Commission.

Mr. LAU CHU-PAK: This sort of practice which is so annoying and expensive to house owners should be stopped in future. All the irregularities reported by the owners should be specified in one notice, so that owners can have them all attended to at the same time, and on no account should inspectors be allowed to take with them contractors or foremen on their visits, and to tell people which contractor to engage. In this case the inspector should be called upon to explain why he recommended Chan Hing-keo to do the work, and when he left why he allowed the foreman to stop behind to bargain for the work.

Members decided that this matter should be dealt with confidentially.

**MOSQUITO INFESTED.**  
Mr. P. W. Goldring wrote a lengthy letter to the Board relative to the necessity of filling in a pool on Crown land adjacent to K. I. L. 193. The following are extracts:—I have now been a tenant of "Parkside" since November 1st, and have no hesitation in saying that although I have lived in various parts of the Colony since 1901, I have never experienced anything approaching the numbers and virulence of the mosquitoes which abound. There are many causes which might account for this, but with due submission I consider these to arise largely from the very extensive excavations and cuttings which have been made in order to lay out the new roads in Kowloon, but mainly from the fact that there is a large pool of water which was formerly a fish pond, which simply teems with larvae of various sorts. This pond apparently is on Crown land, and for the health of the many neighbouring houses, quite apart from my own personal feelings and the feelings of my fellow-messmates, I would ask that

the Sanitary Board should investigate the matter.

Mr. HUMPHREYS: Surely this must be a matter for the P.W.D. and not the Sanitary Board.

Hon. Mr. HEWITT: The Sanitary Board are now admitted as having control over nuisances on Crown lands. The pool should certainly be filled up, and I would suggest that the Hon. the Director of Public Works applies for a grant for this purpose.

Hon. Mr. BREWIN: How was the pool formed; in consequence of work done by the P.W.D.?

The A.M.O.H. reported: These pools have in some degree been formed by the making of the new roads which are raised to a higher level than the surrounding ground. They will be very much worse when the rainy season sets in, and will undoubtedly be a breeding place for large quantities of mosquitoes. The filling in of these pools to the level of the adjoining roads is the only satisfactory course which could be adopted.

The PRESIDENT wrote as follows to the Director of Public Works: Can you fill in all of these pools that are on Crown land before we get any warm weather? If by raising the road your Department has caused pools to form on private land, I am afraid we may have trouble in trying to force owners to abate any nuisance caused thereby. Is there any arrangement whereby the pools on private land may be similarly filled up as part of the anti-malarial measures paid for by Government, with the consent of the owners, of course?

The DIRECTOR OF PUBLIC WORKS replied that one pool was on private ground, and had been there ever since he could remember. Another was on ground of which the lessee was the Roman Catholic Bishop. Steps were being taken to have it filled. Another pool was due to the construction of the road in a great measure, but all this low-lying ground had been a swamp for many years, and much of it had been improved by being filled. There were no funds available for the filling of the latter pool at present.

With regard to another nuisance reported by Mr. Goldring, the PRESIDENT wrote to the A.M.O.H.: The military officials naturally say that the offence is committed by civilians, of whom there is a large number in Kowloon. Can you not catch anyone in *flagrante delicto* and hand him over to the nearest constable? I don't want street fights, however, over it.

The A.M.O.H. replied: As the offenders would be Indians—whether civil or military—I do not see how we could catch anyone without a street fight. Sergeant Appleton's experience seems conclusive. But I understand the military authorities have a pipet—surely this pipet could arrest civil or military, or could distinguish between the two and report.

The PRESIDENT: I think the proper procedure is for this Board to recommend the Government to authorise the Director of Public Works to incur the necessary expenditure, involved in filling up this pool. Certain neighbouring land-owners were called upon to fill up pools in consequence of mosquitoes breeding there, and if this pool were not filled up their work would have little effect.

Mr. HOOPER: Don't you think it would be more in order that a printed form be sent to the Director of Public Works calling upon him to do the work in the same manner as the adjoining owners would be called upon? When he got it he could plead as a pauper and ask the Government to get him out of a difficulty by doing the work at once (laughter). They would surely do it.

The PRESIDENT: I don't think we have authority to serve a notice on the Director of Public Works.

Hon. Mr. HEWITT: Most certainly we have. If we find the Director of Public Works to have committed a nuisance we can call upon him to remove it.

The DIRECTOR OF PUBLIC WORKS read a section of the Ordinance stating that a general notice should not apply in cases of works belonging to the Crown, and stated that although His Excellency had given instructions that Government buildings might to some extent be supervised by officers of the Sanitary Board, still the Ordinance exempted Government officials from the procedure of having notices served upon them.

Mr. HEWITT: I beg to differ from the Vice-President, and would refer to the Attorney-General's opinion. He has advised the Sanitary Board that Crown lands come under the control of the Sanitary Department as much as private lands; therefore the Director of Public Works is altogether wrong when he says they are not under the same control as private land-owners. They had it in writing from the Law Officer of the Crown.

Mr. HOOPER: Perhaps I might find a middle course and say that instead of using our printed forms—which some people consider offensive, and no doubt they are (laughter)—a letter be typewritten calling the attention of the Government to this nuisance and informing them that as similar nuisances on land owned by private individuals immediately adjoining this have had to be dealt with by the Board, and the owners compelled to remedy them, that they asked the Government to do the same.

The PRESIDENT: The motion was carried unanimously.

**SCAVENGING CONTRACTOR'S GRIEVANCE.**  
The scavenging contractor forwarded a petition to the Board, from which the following extracts are taken:—The rubbish was always taken to the place mentioned in his contract, but it was possible that the coolies dumped a few baskets overboard within the boundaries of the harbour. Last month when the police boarded a dustboat to arrest some of these coolies they were like wolves and tigers and the coolies escaped as best they could. One man who jumped into

the water to escape was drowned. Some of the coolies were arrested and taken before the Court, where they were each fined \$50 or imprisoned for two months. The men could not pay the fines and the contractor was not able to pay for them.

Mr. HUMPHREYS: When will the refuse destructor come into operation? There will always be trouble under the present system.

Mr. F. J. BADELEY: The contractor made the contract with his eyes open and knew what he had to do. If he allows his coolies to dump the rubbish in the water as a set-off for under-payment he deserves to suffer for it. It is a matter of great difficulty and some expense to catch them in the act, and when they are caught it is not the least imposing a nominal fine. He ought to employ a responsible man to make the coolies do what they are required to do.

Mr. LAU CHU-PAK: The contractor has his own reason to grumble, as he has to pay fines so often both for himself and his coolies and other unnecessary expenses which absorb all his profits. In my opinion the last part of clause 22 of the scavenging contract is bad, and should be deleted in the next new contract. So long as the contractor is required to send his boats to Chinwan Bay, it is impossible to prevent dumping, and that clause can never be properly enforced. The remedy for the present state of affairs will be to so amend the next contract as to make the contractor provide large seagoing junks, properly decked and locked, and engage launchers to tow them out to sea to dump the rubbish, pending the erection of the refuse destructor.

Hon. Mr. BREWIN: I agree with Mr. Lau Chiu-pak. I dislike the idea of entering into a contract on terms which you know the other party cannot fulfil. Enquiries should be made as to the probability of the contractor of carrying out the contract in the present manner, and of carrying it out properly. It will then be seen whether there is any reasonable prospect of the contract being carried out satisfactorily with profit to the contractor. Occasional infliction of heavy punishment is a very antiquated way of securing observance of the law. The proper way is to maintain adequate and constant supervision.

The PRESIDENT: The present contract expires at the end of the year, and the Board will have an opportunity of discussing the conditions of the next contract probably in September. I don't know whether it will meet your views to let the matter stand over till then.

Mr. BREWIN: I don't think the present was a day too soon to consider this question. He moved that a sub-committee be appointed to consider the contract to see whether any amendment could be made.

Mr. LAU CHU-PAK: I seconded, and the motion was carried.

The Hon. Registrar-General, Mr. Lau Chiu-pak, and the Medical Officer of Health were appointed a sub-committee to go into the matter and report.

**HARMFUL OR BENEFICIAL.**  
A letter was submitted from Messrs. Palmer and Turner relative to the provision of gutters to the floors of balconies, which they regarded as being receptacles for dirt and garbage in the usual type of Chinese houses.

Mr. SHELTON HOOPER: Should not this complaint have been addressed to the Building Authority as coming under Part III?

Mr. H. HUMPHREYS: Why not ask the Director of Public Works and the local architects whether in their opinion any necessity arises for clause 9 of schedule G? What is the use of having regulations that do more harm than good?

The PRESIDENT: Members would notice a letter in the papers last night complaining bitterly that a sufficient number of gutters and down-pipes were not provided for verandahs in this Colony. Evidently there are two sides to this question. Personally I agree we could do without a good many of these gutters which are used for a purpose for which they were never originally intended. We might ask the Director of Public Works for his opinion on the subject.

Mr. HOOPER: As I said on my minute, I don't think we have any jurisdiction whatever in this matter. It devolves on the Building Authority and was would be wasting our time in discussing it. If we did, one of the most flagrant cases is the building we are now in. The only sheets it has are those which would shoot out water and make everyone wet as they go to church on Sunday morning if the building were washed at that time.

The PRESIDENT: I think we are quite entitled to discuss the suggestion because it is made on sanitary grounds.

Mr. HOOPER: I don't think so myself. I think we should refer the matter to the Building Authority and ask him to attend to it, as it is within his jurisdiction and he might take offence if we interfered (laughter).

Members agreed.

**OVERCROWDING.**  
The number of persons displaced as the result of prosecutions in respect of overcrowding in the city of Victoria during June was 326, the greatest number, 82, being in No. 7 district.

**A GREEN ISLAND NUISANCE.**  
The Colonial Secretary wrote to the Board pointing out that the measure from the animal depot at Kennedytown was deposited on Green Island, where it was breeding flies and mosquitoes so as to be a nuisance and great pest in the quarters of the lighthouse etc., and requesting the Board to suggest some other place for the disposal of such manure.

The PRESIDENT: The Board suggested that some bay on Kowloon side would be more suitable.

The VETERINARY SURGEON recommended that a small bay in New Kowloon be used for the purpose.

A suitable place is to be procured.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00  
4 CARTRIDGE (25-15-0d.) \$60.00

## LONG HING &amp; CO.

No. 17, QUEEN'S ROAD.

SEASONABLE WINES.  
HOCKS

(FROM LANGENBACH &amp; SOHNE, WORMS-ON-RHINE.)

	1 doz.	2 doz.
Laubenheimer	\$13.00	\$15.00
Gräber	14.00	16.00
Niersteiner	15.00	17.00
Hochheimer	20.00	22.00
Liethamrich	24.00	26.00

SOLE AGENTS:

H. PRICE &amp; CO.,

12, QUEEN'S ROAD CENTRAL.

CIGARS—ALHAMBRA

LA UNION

Price List on Application.

INSANITARY VILLAGES.

A detailed report by Dr. PEARSE, into the state of the villages of Tai Hang and Wong Nei-cheong, to which Mr. Hooper had called attention, was read. He made suggestions for improving the condition of the pigsties in Tai Hang and pointed out that repairs to the foot-path would remedy the complaint with regard to the hydrant in the pathway in Shepherd Street. With regard to methods used for the reception of clothes prior to their removal to the city for ironing and folding, it would be difficult to prove their use as domestic buildings. He remarked that a good deal might be done to improve surface drainage, while with regard to two buildings originally built as pigsties, and occupied as domestic buildings no pigs had recently been housed therein. In conclusion, he said that some houses appeared overcrowded, the nullah certainly needed training and the road and vacant ground in front of New Tai Hang was swampy and needed levelling and draining.

With regard to Wong Nei Cheong, he stated that he had not found any pigsties used as domestic buildings, while the roads and pathways about the houses where there was much traffic needed better surfacing and surface draining. The supposed leper was probably a leper, but for absolute diagnosis he would need to be examined in hospital. The pigsties were in the same state in this village as in Tai Hang. If the narrow winding paths between the pigsties in these villages were concreted the dirt accumulating there could be easily removed, and if that were done it would be a good thing to have a resident in each village who would be responsible for seeing that his fellow villagers did all they could to keep the place clean. The reason why the pigsties were in their present condition was that No. 1 district having been without an inspector for three months the licences were not renewed but kept back until there should be opportunity to get the styes in order. The provisions of the law as to window area, external air, concreting of ground surfaces and overcrowding had not been enforced in these villages. The villagers would probably be ruined if they were enforced.

The report is to be considered.

**GOVERNMENT RECOMMENDATIONS.**  
Discussion took place on the reply from Government relative to the recommendation in connection with the Estimates for 1907, but as the papers were not available to the Press we are not in a position to give a report on the subject.

## NEW BRITISH CRUISER.

LAUNCH AT DEVONPORT.

The first class armoured cruiser *Minotaur* was launched in Devonport Dockyard last month, the naming ceremony being performed by the Earl of Crews, who was accompanied by the Countess of Crews, Lord President of the Council, and Lady Cynthia Crews-Miles. The Lord President was received by a guard of honour of one hundred seamen of the gunnery ship *Gendring*. Among those on the launching platform were Admiral Sir L. Lewis, Vice-Admiral, Plymouth Naval Station, and Lady Beaumont; Rear-Admiral Barlow, Superintendent of the Dockyard; Mr. George Crocker, Manager of the Constructive Department; Vice-Admiral Sir A. G. Curzon-Howe, Flag Captain S. R. Fremantle, Flag Captain A. Ricardo, Inspector of the Dockyard, and Mrs. Maclean, Flag-Lieutenant F. G. Chilton, Mrs. Gamble, Miss Pole-Carew and Lady Pole-Carew, General Sir John Leach, commanding the Plymouth Coast Defence, and Lady Leach, Mr. J. B. Musshall, Director of the Dockyards, and his assistant, Engineer-Commander Goodwin, the Archbishop of Totnes, Lady Jackson, Colonel F. Briggs, Devonshire Regiment, Colonel L. Nicol, Rifle Brigade, Colonel Parnes, Devonport; Captain Ewart, of the cruiser *Pelorus*; Captain Marescaux, of the cruiser *Europa*; and Major-General Cox, commanding the Eighth Infantry Brigade.

At the close of the religious service, conducted by the Rev. G. H. Marwood, Chaplain of the Dockyard, the Countess of Crews named the vessel, and after being presented by Miss Phyllis Reithwaite, granddaughter of Mr. G. Crocker, with a bouquet, she severed the cord which held the last doghorses, and the cruiser glided into the Hamaze, the longest and heaviest cruiser afterwards "at home" to a large party at the superintendent's official office.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Zieten*, which left here on the 6th inst., arrived at Singapore yesterday at 7 a.m.

The str. *Glenfarg* left Calao for this port via Japan ports on the 1st July, and is due here on or about the 15th August.

OUR PRICES  
HAVE BEEN REVISED

(throughout on basis of prevailing high exchange)  
We supply only

PIANOS  
OF THE  
HIGHEST CLASS.

of great durability, and are entitled to claim for their greater excellence in every particular than any others offered in the Colony.

WE ARE THE  
ONLY FIRM

who have had long practical experience in Hongkong as

EXPERTS AND  
MANUFACTURERS

and our vastly superior knowledge is embodied in all Pianos we Manufacture or Import.

The latter are personally selected at the factories, and are thoroughly

PREPARED AND  
PROTECTED  
THROUGHOUT

against heat, damp, and vermin.

THE ROBINSON  
PIANO CO., LD.

BRANCHES FROM PENANG TO  
PEKING.

Established 20th May, 1906.

## GOLD MINES OF FORMOSA.

Mr. Acting-Consul Crowe, of Tamsui, has written a report on this subject which is published as No. 619 of the Foreign Office "Miscellaneous Series." He says:—

Although gold appears to have been discovered for the first time in Formosa as far back as the fifteenth century, and its presence known to the Dutch as well as to Koxinga's retainers during their occupation of the island, it is a curious fact that the Chinese were unaware of the wealth which lay near them until 1890, when, during the construction of the Taipeh-Kooling Railway some of the coolies working near the Keelung River came across fine particles of the glittering metal. From then onwards Chinese came over from the mainland in large numbers and the placer mining along the Keelung River and in the Kyufun Hills became an important industry, although little attention was paid to quartz mining. In 1895 the Island of Formosa was ceded to Japan, and the gold districts became the property of the Japanese Government; in 1896 the Formosa Mining Regulations were issued, which provided for the granting of mining permits, stipulated for the deposit of guarantees ranging from \$10 to \$25,000, limited the occupation of mining to Japanese subjects only and imposed a tax of 4s. per 4,000 square yards per annum. In October, 1896, the first licence for quartz mining was granted to Mr. D. Fujita, a wealthy man from Osaka, whose claim is situated at Kyufun, while a few days later Mr. Tanaka obtained a similar grant for the Kinkasaki mines. Permission to commence operations in the Botoko district was given to Mr. Kimura in 1898. These three mines, are contiguous to each other and are situated some 10 miles or so to the east of Keelung; they are the only ones at present worked in the island and will be dealt with separately in this report. Licences for claims in Gilan and Taita sub-prefectures, on the east coast of the island, as well as in Tokyu and Shinko, have also been granted, but work has not yet been started there. Placer mining was at first very successful, but of late years the amount produced has grown less as the more accessible deposits have been worked out. The results from quartzmining have been increasing, while the placer output has dwindled to practically nothing. It is quite on the cards that Formosa will presently produce more than Japan. The following table gives an idea of the progress being made:—

1901 ... .. Japan. Formosa.

1902 ... .. 79,591 oz. 34,144 oz.

1903 ... .. 95,670 ... 43,317 ...

1904 ... .. 100,774 ... 38,844 ...

1905 (estimated) ... 88,719 ... 35,468 ...

1905 (estimated) ... 85,173 ... 66,177 ...

One of the most pathetic phases of the whole domestic problem is that man



# INTIMATIONS. S. MOUTRIE & CO., LTD.

HONGKONG  
SHANGHAI  
TIENTSIN

HAVE JUST RECEIVED SHIPMENT  
OF THE

## ORCHESTRELLER Co's. AERIOLO PIANO PLAYER.

ESPECIALLY CONSTRUCTED & GUARANTEED  
FOR THIS CLIMATE.

The most perfect Piano Player as yet  
invented.

It has a delicacy of touch only equalled by  
the World's most famous Pianists and its  
expression leaves nothing to be desired.

PRICE \$125.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 17th May, 1906.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
37, DES VEXES ROAD, CHATER.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905.

SURGEON DENTIST.  
No. 10, D'ARQUILLAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905.

TYPEWRITERS  
CLEANED, REPAIRED, OVERHAULED  
TYPEWRITING WORK UNDER  
TAKEN. Charges moderate.  
F. A. V. BISHOP  
(late of the Hongkong Typewriting Bureau)  
31, Queen's Road Central (Second Floor).  
Hongkong, 25th October, 1905.

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 10,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
Wm. PARLIANE, Manager.  
Hongkong, 16th November, 1905.

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG PEAK  
RELIANCE BROWN  
PAINTING  
ALFRED, KARBURG & CO.  
851  
Sole Agents.

PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO., LTD., is prepared to supply  
any Quantity of PURE FRESH WATER  
to the Shipping, both for Drink and  
Boilers.  
Call Flag—W.  
J. W. KEW,  
Manager.  
Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS.  
NAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Use.  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 222 feet.  
Length on Blocks... 714  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 88  
Water on Blocks at Spring Tide... 34

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 34

DOCK No. 2.

Extreme Length... 371 feet.  
Length on Blocks... 361  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000  
TONS.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.

The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
for short notice.

# NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE  
ITALIANA  
(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Company, Ltd., whence delivery may  
be obtained. Perishable Goods to be taken  
delivery of immediately.

All damaged packages must be left in the  
Godown Company within seven days after the  
vessel's arrival here, after which no claims will  
be recognized.

No Fire Insurance has been effected, and  
any Goods remaining in the Godown after the  
12th July will be subject to suit.

CARLOWITZ & Co.,  
Agents.

Hongkong, 5th July, 1906.

FROM HAMBURG, BREMEN, ROT-  
TERDAM, PENANG & SINGAPORE.

THE H.A.L. Steamship

"SPEZIA,"

Captain Mulchow, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, and  
stored at Consignees' risk and expense.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godown, and all Goods remaining  
undelivered after the 12th July will be subject  
to suit.

All broken, chafed, and damaged Goods are  
to be left in the Godown, where they will be  
examined on the 12th July, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 6th July, 1906.

OCEAN STEAMSHIP COMPANY,  
LIMITED.

AND  
CHINA MUTUAL STEAM NAVA-  
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 5th inst.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are  
to be left in the Godown, where they will be  
examined at 11 A.M. on the 11th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 12th inst.  
will be subject to suit.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
12th inst., or they will not be recognized.

No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 7th July, 1906.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that  
their Goods will be delivered from along-  
side.

Cargo impeding the discharge or remaining  
on board after 4 P.M. on the 11th July, will be  
landed at Consignees' risk and expense.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 9th July, 1906.

S.S. "ARMAND BEHIC,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
"Crane" and "Melpomene," from Havre ex s.s.  
"Melpomene," from Bordeaux ex s.s. "Cambrai,"  
in connection with above Steamers are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored in their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., at Kowloon, whence delivery  
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon To-day, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned, Goods remaining undelivered after  
Monday, the 16th July, at Noon, will be subject  
to suit and landing charges.

All claims must be sent in to me on or before  
10th July, or they will not be recognized.

All damaged packages will be examined on  
Monday, the 16th July, at 3 P.M.

No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th July, 1906.

NATAL LINE OF STEAMERS

THE Undersecret GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailing from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 4th August, 1898.

# KING ALFONSO'S ACCOUNT OF THE BOMB OUTRAGE.

COURAGE OF THE QUEEN.

It is not the custom in the Spanish Court for  
the King when he grants an audience to concede  
an "interview." A constitutional monarch,  
and a strict observer of the precepts of the  
Constitution, King Alfonso is not in the habit  
of expressing a judgment. For this reason I  
did not dream for a moment of attempting to  
obtain his Majesty's opinion of the disaster  
or me committed on his wedding-day, nor even  
of asking for an audience. At the present time  
the King is fully engaged with his guests, and  
every minute of the day is occupied. Any such  
request on my part, therefore, would not have  
been granted.

But as it is of interest to know how Don  
Alfonso described the moment of the explosion,  
and how it affected him, I call to mind an  
unpleasant incident connected with the Palace,  
and endeavour to find among them one who had  
heard from the King the story of the tragic  
event. I was successful in meeting a member  
of the Court who had listened to the narrative  
as it fell from the King's own lips. This per-  
sonage repeated with all fidelity what he  
heard the King say a very few hours after the  
catastrophe, and as the reader which I took of  
the conversation were carefully checked, and as  
they are exact in the most minute detail I do  
not fear that they will be contradicted by any-  
body. The story is an extremely interesting  
one, and contributes a page to history. It is as  
follows:

"The Royal carriage was proceeding very  
slowly, and the Majesty of the Queen, deeply  
moved by the events which she was witnessing,  
was leaning out of the carriage, and looking  
towards the window on the right side. She  
was seen outside the window on the right side,  
and she was waving her hand outside the win-  
dow on the left. The carriage passed the  
Ayuntamiento and the Gobierno Civil, and  
still proceeding very slowly, reached the small  
square where stands the Church of Santa Maria.

The King began explaining to her Majesty  
the history of the explosion, and at that  
moment the carriage stopped. Queen  
Victoria asked the King what was the reason  
of the detention, and his Majesty said that  
doubtless the procession was entering the  
Palace, and that the procession had stopped  
because people in the foremost carriages were  
alighting.

"The Royal carriage was in front of  
the grand stand, before the church, when  
came a tremendous explosion for their Majesty's  
Queen Victoria turned away from the window  
on the right side, and as King Alfonso put his  
head out of the window on the left, for Majesty,  
including still more to that side, waved a hearty  
acknowledgment of the salutations of the ladies  
on the stand.

"The carriage advanced one step and at that  
instant was a noise, a crash, in the right  
fore-wheel, like that of a sledge hammer striking  
a stone wall. The carriage was a terrible  
detonation, loud and deep, like the discharge  
of a large calibre gun. Like a vessel tossed on  
the waves the carriage trembled. A strong  
acid odour was noted, and a flash was seen,  
white, like lightning. Beneath the carriage  
was heard a noise resembling the rasping of a  
hundred files, and the vehicle was enveloped in  
a dense smoke—so dense that the King was  
unable to see the street, and scarcely dis-  
tinguished the Queen.

"In himself the King did not notice the least  
trace of injury or of pain, but, deeply moved  
by the thought of what might have happened  
to the Queen, he took her hand between his  
hands, kissed her, and asked, with some anxiety  
—Are you wounded?

"Looking fixedly at her husband, the Queen  
replied, 'No, no, I am not hurt. I never it.'  
A bomb had been thrown, the King said,  
and Queen Victoria waving away the smoke  
with her hands, said, 'So I had thought, but  
it does not matter. I will show you that I know  
how to be a Queen.'

"The smoke began to clear away, and the  
carriage, moved by the rearing horses, jumped  
forward about five or six yards, and again  
stopped dead.

"King Alfonso thrust his head out of the  
window on the left, and saw that soldiers were  
struggling to restrain the horses, while the  
terrible crowd was fleeing and the ladies in the  
grandstand were huddled together in the first  
confusion.

"Believing that the effects of the explosion  
had been only slight, the King said, 'Senora,  
this is nothing, let us go on. Then the Queen  
did freeze, she rose up at a collapse, and the  
King's Empery, the Conde de Fuent. Blanca,  
informed his Majesty that the carriage could  
not proceed, as one of the horses was killed and  
others had been badly injured.

"Open the door," said the King, 'bring the  
carriage of respect, and inform her Majesty  
the Queen and Princess Heny that we are  
uninjured.'

"The side-door of General Aznar and  
the Conde de Fuent. Blanca, as I believe,  
carried out these orders, and when the carriage  
of respect arrived his Majesty alighted, very  
slowly, saluting a flag which was at the side,  
and offering his hand to her Majesty the Queen,  
who, in descending from the carriage, held the  
end of her train and her shoes with the blot  
from one of the horses, with which the carriage  
was soiled.

"King Alfonso spoke with various courtiers,  
and at that moment Prince Carlos of Batten-  
berg came. Seeing that their Majesties were safe  
and sound he recovered his composure. On the  
right of the carriage his Majesty saw the dead  
and wounded. With a rapid glance he had  
noted the effects of the explosion, and with a  
calm voice, but in a tone of reproachment he  
said: 'What a terrible misfortune! What in-  
famy! What great wickedness must be re-  
sponsible to shed so much innocent blood!'

"Offering his arm to the Queen, King Alfonso  
with great care caused her Majesty to turn  
towards the Alameda, so that she should not  
see the killed and injured. But it was useless,  
because there were wounded everywhere, and the  
dead in a shapeless mass lay in their path.

"In spite of the panic, the people in the  
balconies cheered the King and Queen, and Don

# Alfonso made signs to show that no injury had been done either to himself or to his bride.

Walking round behind the Crown coach, and  
advancing some twenty steps, their Majesties  
mounted the carriage of respect. Having seen  
the Queen inside, the King turned towards his  
equories, and in a clear voice said, 'Very slowly  
to the Palace.' In the carriage, thinking that  
the Queen had been hurt and was concealing the  
fact, he anxiously inquired, 'Tell me the truth,  
tell it without fear: are you wounded?' The  
Queen replied, 'No, I am not wounded; I was  
thinking only of these.'

"These words were uttered by her Majesty  
when the carriage was turning the corner of the  
Calle de Bailon, where it received a tremendous  
ovation."—Daily Telegraph.

# APPOINTMENT OF SALVAGE AWARDS.

The subject of the appointment of salvage  
awards in so far as officers of merchant vessels  
are concerned has occupied the attention of the  
Merchant Service Guild for the past ten years,  
and on various occasions representations have  
been addressed by that body to His Majesty's  
Judges, urging that the officers were treated  
in this respect in a most inequitable manner.  
The appointment has invariably been made  
according to rating, and whilst the amount of  
salvage work has fallen upon the marine  
executive officers, they, through being in  
receipt of less pay, have been awarded a smaller  
share of salvage than others serving under them.  
For instance, writes the Guild Secretary,  
it has frequently occurred that a chief officer  
has received an equivalent share to a third  
engineer, whilst doctors, cooks, stewards, and  
others, who have been unlookers more than any-  
thing else, have fared better in the way of  
salvage than have the officers. Arising out of  
the case of the salvage award to the s.s.  
"Luzon," the Guild made further representa-  
tions to His Majesty's Judges at the end of  
January last. The replies which were received  
were of a sympathetic nature, and it was stated  
that suggestions for a fairer method of ap-  
pointment would be considered. This was  
promptly complied with by the Guild with the  
result that His Majesty's Judges have now  
departed from the original method of appoint-  
ment, for in the last four cases where awards  
have been made in the Admiralty Court the  
Judges have laid it down that the chief, second,  
and third officers shall receive shares re-  
spective to the chief, second, and third  
engineers respectively. As illustrating how  
much the officers of merchant vessels will  
benefit by this new departure, it may be men-  
tioned that one of the members of the Guild,  
the chief officer of the s.s. "Kantam," will, for  
salvage services rendered, receive one-third more  
than he would have been given under the  
original method of appointment, and in  
addition to this he receives an additional half  
share for boat service in carrying out the  
salvage operations. Besides laying the matter  
before His Majesty's Judges, the Guild have  
independently petitioned the shipowners' or-  
ganisations throughout the kingdom.

A well-known shipowner, Mr. D. Stephens,  
raised the point at a meeting of the North  
of England Steamship Owners' Association. By  
a unanimous decision this meeting took place  
on the same day as the Judges' award, the  
association as a whole of appointment in the High  
Court, and it was decided that the individual  
shipowners' members of that association should  
be recommended to include a clause in the  
articles of agreement of their ships specifying  
that the officers in cases of salvage should be  
treated in an exactly similar manner to that  
decided upon by the Judges of the Admiralty  
Court. This action of the North of England  
Steamship Owners' Association was brought  
by the Guild before the other shipowners'  
societies with a very satisfactory result.

The North-Port Shipowners' Society have  
expressed their sympathy with the views of the  
Guild and are issuing a circular to the various  
firms in membership recommending their adop-  
tion of a clause similar to that of the North  
of England Steamship Owners' Association. The  
Guild Incorporated Shipowners' Association  
have informed the Guild that their suggestion  
has been adopted and a circular letter to that  
effect is being forwarded to each of their ship-  
owning members, whilst a communication has  
just been received from the General Shipowners'  
Society, London, stating that they are taking  
similar action. The other shipowning organisa-  
tions have the matter under their notice, with  
every probability of favourable consideration,  
and the improvements which have been made  
will give a great satisfaction to all  
officers of merchant ships.

# Mosquitoes Avoid

the presence of Carbolic  
that is why the  
use of

Calvert's  
20%  
Carbolic  
Soap.

has been found such an excellent pro-  
tection against the attacks of these  
and other insects. It imparts also a  
delightful freshness to the skin, and,  
of course, is powerfully antiseptic, an  
advantage readily appreciated in warm  
climates.

Sold by Local Chemists and Storekeepers.  
Made by F. C. Calvert & Co., Manchester, Eng.

51-1

# A purely Vege- table Sweet- ening, and a most agreeable and refreshing beverage, the only one of its kind, for the relief of Throat, Cough, Hoarseness, and all other ailments, especially adapted for Children.

Sold in Bottles  
by all Druggists.

Proprietor, THOMAS KEATINGE, London.

60

# KEATINGE'S WORM TABLETS.

Proprietor, THOMAS KEATINGE, London.

60

# GREGOR & CO.,

QUEEN'S ROAD CENTRAL.

# BEER

PILSENER. CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

CASH less 10 per cent. CREDIT less 5 per cent.

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Nagoya, Osaka, Kobe, Kure, Shimomura, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchikatsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
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Sasahara Teikoku, Yoshimoto, Yoshio, Yuzokura, and other Coals.

112 S. MINAMI, Manager, Hongkong

# "BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for  
playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS

THOROUGHLY SEASONED.

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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can  
be had on application from the Office of this paper.

# JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS.

Hongkong, 6th April, 1904.

178-2

# BOVRIL

is the Cook's best friend.

No Cook can afford to be with-  
out Bovril. An appetising and  
nutritious soup is quickly made  
by the use of Bovril and it renders  
Curries and all made dishes  
palatable and strengthening.

# THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2



## SHIPPING.

## ARRIVALS.

ANGON, German str., 1,001, Chr. Kumpel, 10th July—Bangkok and Swatow 9th, Rice and Wood—Butterfield & Swire.  
ANGLO-SAXON, British str., 2,700, Charles H. Moore, 10th July—Keelung 8th July, General—Shewan, Tomes & Co.  
HENTLEY, British str., 2,510, Wallace, 10th July—London 27th May and Singapore 4th July, General—Gibb, Livingston & Co.  
BRAND, Norwegian str., 1,320, M. Erensen, 10th July—Sourabaya 24th June, Sugar—Sander, Weller & Co.  
HAIYAN, British str., 1,133, J. S. Roach, 10th July—Poochow 6th July, Amoy 8th and Swatow 9th, General—Douglas, LaPraik & Co.  
JOHN MARU, Japanese str., 702, H. Ohta, 10th July—Tientsin via Amoy and Swatow 9th July, General—Osaka Shosen Kaisha.  
KUMANO MARU, Japanese str., 5,976, Wm. Scott Hunter, 10th July—Nagasaki 9th July, General—Nippon Yusen Kaisha.  
PROGRESS, German str., 748, H. Fahren, 10th July—Nau Chau 9th July, General—Chinese.  
FRONTO, Norwegian str., 838, Th. Seberg, 9th July—Nanchang via Chefoo 2nd July, General—Angard, Thorsen & Co.

## CLEARANCES.

At the Harbour Master's Office July 10th.  
Kalgan, British str., for Shanghai.  
Kochon, German str., for Chinkiang.  
Lipia, German str., for Kobe.  
Maidan Maru, Japanese str., for Swatow.  
Progress, German str., for Kwangchow.  
Ponta, Norwegian str., for Canton.  
Victoria, Swedish str., for Chefoo.

## DEPARTURES.

July 10th.  
ABERLOVE, British str., for Batavia.  
AMERICA, German str., for Hamburg.  
CHANGCHEW, British str., for Amoy.  
GLENNYCH, British str., for London.  
LIANGSHAN, British str., for Amoy.  
Nippon Maru, Japanese str., for Shanghai.  
SHOSHU MARU, Japanese str., for Shanghai.  
TOURNAI, Dutch str., for Batavia.  
TOURNAI, French str., for Europe.  
YOHOW, British str., for Shanghai.

## SHIPPING REPORTS.

The German str. *Anglo-Saxon* reports: Fine clear weather and light S.W. winds.  
The British str. *Haiden* reports: Poochow to Amoy S.W. winds, heavy rainfalls. Amoy to Swatow and Hongkong moderate S.W. winds, smooth sea and fine weather.

## VESSELS IN DOCK.

July 10th.  
ABERLOVE Docks—*Anglo-Saxon*.  
Kowloon Docks—*Alta*, *Mayall*, *Hecules*, *Monteagle*, U.S.A.T. *Ingalls*, *Crawley*, *Triguan*.  
COSMOPOLITAN Dock—*Hongkong Maru*.

## VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS  
FOR LONDON AND ANTWERP.

## THE Steamship

"GLENESK,"  
Captain J. Rafferty, will be despatched at above on or about the 10th July.  
For Freight and Passage, apply to  
McGREGOR BROS. & GOW  
Hongkong, 18th June, 1906. [1272]  
FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR,"  
Captain W. D. A. Thomas, will be despatched for the above ports TO-DAY, the 11th inst., at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LTD.,  
Agents.  
Hongkong, 6th July, 1906. [1375]

## NAVIGAZIONE GENERALE ITALIANA.

(Torio and Rubattino United Companies.)  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESINA, NAPLES, LEBRON and GENOA, also VENICE and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to CALLAO.  
(Taking Cargo at through rates to PERMAN GULF and LAGAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA,"  
Captain Dodero, will be despatched at above TO-DAY, the 11th July, at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 30th June, 1906. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA,"  
Captain C. L. Daniel, carrying Hb Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 14th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Himalaya*, due in London on 26th August.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 2nd July, 1906. [1]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w.," together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENNYCH	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	Quick despatch.
LONDON, &c., via USUAL PORTS OF CALL	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. J. S. Noley	P. & O. S. N. Co.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON, AMSTERDAM & ANTWERP	PINGUEY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst.
LONDON, AMSTERDAM & ANTWERP	ORSTES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Aug.
MARSEILLES, &c., via PORTS OF CALL	TOKIN	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 24th inst., at 1 p.m.
BRISBANE, &c., via USUAL PORTS OF CALL	ROUN	Ger. str.	—	G. Malin	MEYERHOF & CO.	To-day, at Noon.
HAMBURG, ANTWERP & LONDON	HELENLOCHY	Ger. str.	—	E. J. Stallard	WILSON & CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k. w.	Pease	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k. w.	Lasing	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALLESIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	ALCINOUS	Ger. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Dan. str.	—	Brinck	MELCHERS & CO.	About 20th inst.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	—	Damianovich	SANDER, WIELER & CO.	On 2nd Aug., p.m.
NATLES, HAVRE & HAMBURG	SILBIA	Ger. str.	k. w.	Bable	HAMBURG-AMERIKA LINIE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL	TIGER	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	TYRUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Aug.
BOSTON & NEW YORK	JESERIC	Brit. str.	—	Thompson	ARNHOLD, KARBURG & CO.	About 28th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—	—	DODWELL & CO., LTD.	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	—	DODWELL & CO., LTD.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	1 m.	E. V. Roberts	DODWELL & CO., LTD.	On 27th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TELEGRAPHUS	Brit. str.	1 m.	Feldmann	BUTTERFIELD & SWIRE	On 4th Aug.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUVANTIA	Ger. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 18th inst.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Ger. str.	1 m.	—	MELCHERS & CO.	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	PRINCE SINGMUND	Ger. str.	—	—	MELCHERS & CO.	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Ger. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 24th inst., at Noon.
NAGASAKI & VLADIVOSTOCK	DAFNE	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	End of July.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SUNDA	Brit. str.	—	G. M. Montford, R.N.N.	P. & O. S. N. Co.	About 22nd inst.
YOKOHAMA & KOBE	SIBIRIAN	Dan. str.	—	—	MELCHERS & CO.	About 27th inst.
YOKOHAMA & SAN FRANCISCO	DAKOTA	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 10th Aug.
SHANGHAI	HANGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
SHANGHAI	LIAN	Brit. str.	1 m.	J. D. Andrews, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	DELHI	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 12th inst.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	P. R. LUTFOLD	Ger. str.	—	—	MELCHERS & CO.	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	SAKONIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 13th inst., at 10 a.m.
TAMBUI VIA SWATOW & AMOY	JOHN MARU	Jap. str.	—	T. Ohta	OSAKA SHOSHEN KAISHA	To-day, at 19 a.m.
AMPOY VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	J. Morita	OSAKA SHOSHEN KAISHA	To-morrow, at 1 p.m.
SWATOW, AMOY & POOCHOW	HAIYAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & CO.	To-morrow, at 1 p.m.
SWATOW, AMOY & POOCHOW	FRIDOLF	Ger. str.	—	H. A. Haralder	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 14th inst., at Noon.
MANILA	TEAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 21st inst., at Noon.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
BANGKOK VIA SWATOW	KANU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & CO., LTD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMING	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at Noon.
HOMHAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Dodero	CARLOWITZ & CO.	Quick despatch.
JAVA PORTS	TIPIANAN	Dut. str.	—	—	JAVA-CHINA-JAPAN LLOY	Quick despatch.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 14th July, Noon.
RUBI	2510	R. Almond	Manila	On 21st July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 9th July, 1905.



## HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "ANGLO SAXON" ... On 12th July.  
S.S. "JOHN HARDIE" ... About 20th August.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS

Hongkong, 20th June, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT NOON
"NUMANTIA"	4,370	Feldmann	July 12th, 1906.
"ARABIA"	4,483	Metzenh.	August 14th, 1906.
"ARAGONIA"	5,198	Ernst	September 5th, 1906.
"NICOMEDIA"	4,370	G. Meisner	September 16th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 20th June, 1906.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"DELHI" J. D. Andrews, R.N.R.	About 12th July	Freight and Passage.
LONDON &c., via USUAL PORTS OF CALL	"DELTA" C. L. Daniel	Neon, 14th July	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"JAPAN" E. B. S. Noley	About 19th July	Freight and Passage.
YOKOHAMA, SHANGHAI, MOJI and KOBE	"SUNDA" G. M. Montford, R.N.R.	About 22nd July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th July, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Cap. ain.	Sailing Date
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 25th April, 1906  
DODWELL & CO., LIMITED, GENERAL AGENTS.

## HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.

STEAMERS	DESTINATION	TO SAIL
SAMBIA	SHANGHAI, YOKOHAMA & KOBE	15th July
SAXONIA	SHANGHAI, YOKOHAMA & KOBE	25th July
SILESIA	SHANGHAI, YOKOHAMA & KOBE	3rd Aug.

HOME LINE—HOMEWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
AMERICA	HAVRE and HAMBURG via Singapore, Penang and Colombo	On 14th July
SCHWARZBURG	HAVRE and HAMBURG via Singapore, Penang and Colombo	On 24th July
ALESIA	HAVRE and HAMBURG via Singapore, Penang and Colombo	On 7th Aug.
SPEZIA	HAVRE and HAMBURG via Singapore, Penang and Colombo	On 21st Aug.
"SILESIA"	NAPLES, HAVRE and HAMBURG via Singapore, Penang and Colombo	On 4th Sept.

"REHENANIA" Capt. von Hoff.  
This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunks), sofa, table, 2 wardrobes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity & carries Doctor, Stewards and Washerman. The "REHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAMBURG," "HOMERSTADT," "SCANDIA" and "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAFNE	NAGASAKI & VLADIVOSTOCK.	End of July.

For Freight and Passage, apply to  
For Steamer of the Coast Service Marked \* to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

## VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE "KANJU MARU,"  
will be despatched as above on FRIDAY, the 13th inst., at Noon.  
To be followed by the Chartered Steamship "PROMETHEUS."  
Captain Corcoran, will be despatched as above on or about TUESDAY, 17th inst., at Noon.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Princes' Building.  
Hongkong, 4th July, 1906. [1366]

COMPAGNIE DES MESSEAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship  
"TONKIN,"  
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 p.m.  
This Steamer connects at Colombo with the Australian line s.s. *Australian*, bound for Marseilles via BOMBAY and Aden.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "ARMAND BEHIC" ... 7th Aug.  
S.S. "ERNEST SIMONS" ... 21st Aug.  
S.S. "CALEDONIAN" ... 4th Sept.  
S.S. "POLYNESIE" ... 18th Sept.  
S.S. "SALAZIE" ... 2nd Oct.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 11th July, 1906. [2]

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
1906.  
"LOWTHER CASTLE" ... 25th July.  
For Freight and further information, apply to  
DODWELL & CO., LTD., Agents.  
Hongkong, 20th June, 1906. 787

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EMPIRE,"  
Captain St. John George, will be despatched for the above ports on SATURDAY, the 28th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 3rd July, 1906. [1358]



# OCEAN STEAMSHIP COMPANY, LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

Fortnightly sailings for LONDON and CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN AND SUMATRA PORTS.

EUROPEAN SERVICE.		
OUTWARDS.		
FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"LAERTES"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 9th August.
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL	"CHILDS"	On 23rd August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 30th August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 6th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th September.
HOMWARDS.		
FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"TEUCER"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"PINGUEY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORSTES"	On 7th August.
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 21st August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 28th August.

# THE NORTHERN PACIFIC RAILWAY CO.

Operating in conjunction with  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

FOR		
FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.
HAMA	"BELLEROPHON"	On 11th September.
WESTWARD.		
FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	On 14th July.
	"ACHILLES"	On 15th August.

# CHINA NAVIGATION CO. LIMITED.

FOR		
FROM	STEAMERS	TO SAIL
MANILA, SHANGHAI, SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"TAMING"	On 11th July.
SHANGHAI	"LINAN"	On 12th July.
MANILA, SHANGHAI, SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"HUICHOW"	On 12th July.
SHANGHAI	"LIANGCHOW"	On 14th July.
MANILA, SHANGHAI, SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"TEAN"	On 17th July.
CEBU and ILOILO	"KAIFONG"	On 18th July.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified European is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 9th July, 1906. [11]

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.		
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC IN THE "EMPRESS LINE." Saving 3 to 7 days' Ocean Travel.		
12 DAYS YOKOHAMA TO VANCOUVER.		
21 DAYS HONGKONG TO VANCOUVER.		
PROPOSED SAILINGS. (Subject to Alteration)	TO SAIL	ARRIVE VANCOUVER
R.M.S. "EMPRESS OF JAPAN" 6000	WEDNESDAY, 11th July	1st Aug.
"EMPRESS OF INDIA" 6000	WEDNESDAY, 18th July	11th Aug.
"EMPRESS OF CHINA" 6000	WEDNESDAY, 1st Aug.	22nd Aug.
"TARTAR" 4425	WEDNESDAY, 8th Aug.	1st Sept.
"EMPRESS OF INDIA" 6000	WEDNESDAY, 22nd Aug.	12th Sept.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.  
Intermediate on Steamers 440.  
1st Class Rail 442.  
R.M.S. "EMPRESS OF JAPAN" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pender Street and Praya, opposite Blake Pier.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR		
FROM	STEAMERS	TO SAIL
TAMUI VIA SWATOW AND AMOI	"JOSHIN MARU"	FRIDAY, 13th July, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIZURU MARU"	WEDNESDAY, 11th July, at 10 A.M.
SWATOW, AMOI AND FOCHOW	"FRITHJOF"	THURSDAY, 12th July, at Noon.

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.  
Hongkong, 8th July, 1906. T. ARIMA, Manager. [14]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)		
FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Thursday, 12th July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 13th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 17th July, 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., GENERAL MANAGERS.** [18]  
Hongkong, 7th July, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. SAILING DATES. 1906.

STEAMERS	SAILING DATES
ROON	WEDNESDAY 11th July
SEIDLITZ	WEDNESDAY 18th July
BEYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September
PRINZ HEINRICH	WEDNESDAY 26th September
GNEISENAU	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
PREUSSEN	WEDNESDAY 21st November

ON WEDNESDAY, the 11th day of JULY, 1906, at Noon, the Steamship "ROON" will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 9th July. Cargo and Spoils will be received on Board until 5 P.M. on TUESDAY, the 10th July, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 10th July.

Contents of Packages on Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	1st Class	2nd Class	3rd Class
return	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	35 0 0

TO NEW YORK VIA SUEZ	1st Class	2nd Class	3rd Class
return	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0

VIA NAPLES, GENOA OR GIBRALTAR	1st Class	2nd Class	3rd Class
return	68 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA. Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT. Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

# JAPAN-CHINA-AUSTRALIAN LINE.

## VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 24th July.
WILLEHAD	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND" will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 9th July. Cargo and Spoils will be received on Board until 5 P.M. on TUESDAY, the 10th July, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 10th July.

Contents of Packages on Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.	\$30.	\$20.
return	\$80.	\$50.	\$30.

TO NEW GUINEA	1st Class	2nd Class	3rd Class
return	\$28.	\$18.10	\$14.00
return	\$42.	\$27.15	\$21.15

TO BRISBANE	1st Class	2nd Class	3rd Class
return	\$20.	\$12.	\$8.
return	\$34.	\$21.	\$14.

TO SYDNEY	1st Class	2nd Class	3rd Class
return	\$23.	\$13.	\$9.
return	\$37.	\$23.	\$15.

TO MELBOURNE	1st Class	2nd Class	3rd Class
return	\$24.10	\$14.10	\$10.
return	\$38.10	\$24.10	\$16.

TO YOKOHAMA	1st Class	2nd Class	3rd Class
return	\$24.10	\$14.10	\$10.
return	\$38.10	\$24.10	\$16.

TO KOBE	1st Class	2nd Class	3rd Class
return	\$24.10	\$14.10	\$10.
return	\$38.10	\$24.10	\$16.

TO YOKOHAMA and back from KOBE	1st Class	2nd Class	3rd Class
return	\$140.00	\$100.00	\$60.00
return	\$240.00	\$180.00	\$120.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 497 0 0. TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 497 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

# SAILINGS OUTWARDS.

## EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD" Wednesday, 18th July.

KOBE & YOKOHAMA.

SHANGHAI, NAGASAKI, "PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug.

KOBE & YOKOHAMA.

YOKOHAMA and KOBE "WILLEHAD" Wednesday, 1st Aug.

Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:

1st Class	2nd Class	3rd Class
182 0 0	120 0 0	63 0 0
63 0 0	43 0 0	23 0 0

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltair

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1906. [1357]

# JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPEDIENT OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of August
TIJLATJAP	JAVA	Second half of July	JAPAN PORTS	First half of August
TIJMAHI	JAVA	Second half of August	JAPAN PORTS	Second half of August
TIJLIWONG	JAPAN	Second half of August	JAVA PORTS	Second half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 9th July, 1906. [116]

# SHIPPING IN PORT.

STEAMERS.	
ALDERHOT, British str., 1354, W. W. Adam, 6th June—Saigon 1st June, Rice—Doddwell & Co.	REIN, Norwegian str., 732, N. C. Matheson, 4th July—Rajong 27th June, Timber—Bradley & Co.
AMARA, British str., 1565, C. J. Matlock, 7th July—Hongkong 4th July, Coal—Jardine, Matheson & Co.	STADTACH, German str., 900, Lombard, 10th June—Hohow 9th June, General—Johansen & Co.
AMIGO, German str., 821, N. Baltzen, 8th July—Haiphong 3th July and Hothow 7th, General—Johansen & Co.	STANLEY DOLLAR, British str., 1857, Cross, 30th May—Moi 24th May, Coal—Arnold, Karberg & Co.
ANDRE RICKMERS, German str., 1022, W. Teubert, 7th July—Bangkok 28th June, Rice—Melchers & Co.	STRATHMORE, British str., 2209, King, 26th June—Pulo Laut 17th June, Coal—Doddwell & Co.
BEN VON, British str., 2549, A. W. S. Thom, 3rd July—Moi 24th June, Coal—General—Bradley & Co.	TASHAN, British str., 1109, J. T. Lving, 20th June—Shanghai via ports 24th June, General—Bradley & Co.
BEN NEVIS, British str., 2490, Pritchard, 21st June—Nagasaki (N.S.W.) 31st May, Coal—Shewan, Thomas & Co.	TAIYUAN, British str., 2298, L. Dawson, 8th July—Sydney via ports 12th June, General—Butterfield & Swire.
BOKNO, German str., 1200, Semblil, 8th July—Saadkan 4th July, Timber—Melchers & Co.	TASIMO, British str., 1350, A. W. Overbridge, 6th July—Manila 4th July, Hemp—Butterfield & Swire.
CATHERINE APCAR, British str., 1730, M. D. A. Thomas, 5th July—Calcutta and Straits 20th June, General—David Sassoon & Co.	TOTI, German str., 2555, W. Ziegemeyer, 7th June—Moi 2nd June, Coal—Johansen & Co.
CRANLEY, British str., 3008, W. E. Steele, 8th July—Jubany 13th June, Gibb, Livingstone & Co.	TRYN, Norwegian str., 1138, S. Andersen, 5th July—Bangkok 28th June, Rice, Mail and Wood—Order.
DAKOTA, American str., 13305, Emil Franke, 2nd July—Seattle 7th June, and Shanghai 28th, General—Nippon Yusen Kaisha.	TUGA, Norwegian str., 578, Spinnagor, 30th May—Hankow 23rd May, Pig Iron, Chinese.
DEWENT, British str., 1563, J. Jenkins, 4th July—Saigon 30th June, Rice and General—Chinese.	UJIMA MARU, Japanese str., 4403, H. Nuno, 8th July—Moi 29th June, Coal—Mitsui Bussan Kaisha.
DEUPAR, Norwegian str., 1102, J. Biog, 24th June—Chinkiang 18th June, General—Chinese.	VICTORIA, Swedish str., 1200, Hillberg, 20th May—Wakamatsu 23rd May, Coal—Asgaard, Thorsen & Co.
EMPEROR OF JAPAN, British str., 3039, Hy. Pybus, R.M.T., 3rd July—Yokohama 11th June and Shanghai 1st July, Mails and General—C. P. R. Co.	YANGMOO, Korean str., 2215, N. Wagaku, 9th July—Kushinoku (Japan), 3rd July, Coal—Mitsui Bussan Kaisha.
POOKANG, British str., 1987, W. E. Sawyer, 8th July—Calcutta 23rd June, Coal—Jardine, Matheson & Co.	YAWATA MARU, Japanese str., 3895, W. Townsend, 9th July—Australia and Manila 7th July, General—Nippon Yusen Kaisha.
FRIEDHO, Norwegian str., 891, H. H. Haraldsen, 8th July—Fochow via Amoy and Swatow 5th July, General—Ovaka Shosen Kaisha.	ZARHO, British str., 1819, E. Bodger, 9th July—Manila 5th July, General—Shewan, Thomas & Co.
GERD, Norwegian str., 756, R. Andreassen, 8th July—Bangkok 1st July, Rice—Chinese.	ZINGARA, British str., 2211, Thompson, 4th July—Moi 27th June, Coal—Order.

# HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO. Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street West of Central Market). Telephone No. 513.

PHOTOGRAPHER.

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PRINTING.



